

Alton-Godfrey Transportation Study
Public Meeting #2 Summary
November 19, 2014

- The second Public Meeting for the Alton-Godfrey Transportation Study was held from 4:00 to 7:00 pm on November 19, 2014 at the Alton High School Commons. The meeting was held in an open house format. The purpose of the meeting was to bring the public up to date on the study's progress; explain the process of developing alternatives; show the study alternatives proposed to be carried forward; and provide an opportunity for meeting attendees to submit their feedback and comments.
- One hundred fourteen (114) people attended the meeting. Of those who signed in at the greeting table, most indicated they were residents of Alton or Godfrey or local business owners.
- Attending the meeting were IDOT District 8 staff from Studies and Plans; Environmental; and Land Acquisition. Consultant team members from AMEC; Lochmueller Group; Horner & Shifrin; and David Mason & Associates were also in attendance.
- A Fact Sheet and comment form were provided to attendees. The Fact Sheet included an explanation of the purpose of the public meeting and diagrams of the alternatives proposed to be carried forward. A copy of the study's second Newsletter, which was distributed by postal mail and e-mail in late September 2014, was also provided.
- Exhibits available for review by meeting attendees included the following:
 1. Purpose of the public meeting
 2. Purpose of the study
 3. NEPA overview
 4. CSS process
 5. Project Purpose and Problem Statement
 6. CAG activities
 7. Study activities since first public meeting
 8. Existing (2010) and projected (2040) traffic volumes
 9. Critical crash locations
 10. Alternatives development process diagram
 11. Overall study area
 12. Diagrams of the alternatives proposed to be carried forward
 13. Comparison table of key performance measures of the alternatives proposed to be carried forward
 14. Diagrams of initial study corridors
 15. Diagrams of alternatives not proposed to be carried forward
- A narrated PowerPoint presentation, about 15 minutes in duration, was available for viewing in a separate area. The presentation explained the purpose of the public meeting; gave an overview of the study and described key study activities to date; explained the alternatives development process; showed the alternatives proposed to be carried forward, with key features described; explained the next steps in the study; and asked for public feedback. The presentation was configured to restart automatically, so that it could be viewed in its entirety for people who arrived after it began.
- Public notification for the meeting was achieved through a variety of means:
 - Press releases announcing the meeting were distributed by IDOT to local media outlets
 - Announcement flyers were mailed and emailed to people on the study mailing list, stakeholders, public officials, and CAG members

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- Announcement flyers were mailed to property owners of parcels adjoining each of the alternatives proposed to be carried forward
 - Announcement flyers were hand-delivered to approximately 43 municipal offices, post offices, libraries, and businesses in Alton and Godfrey, and specifically along Godfrey Road, Humbert Road, and Homer Adams Parkway
 - An announcement was posted on the RiverBender website calendar
 - Variable message boards announcing the meeting were placed on Homer Adams Parkway, Humbert Road, and Godfrey Road
 - An announcement message was placed on the Alton High School marquee, which faces Humbert Road
 - An announcement was emailed to representatives of the Federal Highway Administration, US Environmental Protection Agency, US Coast Guard, US Fish and Wildlife Service, US Army Corps of Engineers, Illinois Historic Protection Agency, Illinois Department of Natural Resources, and Illinois Department of Agriculture
- Ten comment forms were received at the public meeting, and are summarized as follows:
 1. Commenter asks if any of the alternatives considered the proposed multi-modal center.
 2. Commenter states that Tolle Lane improvement would be beneficial but does not support any of the alternatives proposed to be carried forward.
 3. Commenter expresses opposition to alternatives 4 and 5 due to their residence being directly impacted by both alternatives, which would create hardships for their family.
 4. Commenter expresses opposition to Alternative 8 due to low projected traffic volumes for the alternative.
 5. Commenter expresses preference for Alternative 8 due to low cost, connectivity between Alton Square Mall and I-255, fewest displacements, lowest projected traffic volume, and no impact to wetlands.
 6. Commenter states that Alternative 8 has low projected traffic volume; commenter proposes an alternative to follow south side of Union School Road to Seminary Road instead. *(Note: this commenter submitted Comment #2 by mail, as summarized below)*
 7. Commenter requests that an existing (unnamed) roadway be improved and expanded, with as little residential and agricultural impact as possible, and that IDOT should be cost-conscious with taxpayer funding so that future generations are not financially burdened.
 8. Commenter expresses opposition to the alternatives and to the project; commenter states that from personal experience driving in the area they do not feel there is a congestion issue in the area. Commenter believes that project is a waste of money, which should instead be spent to improve schools or pay down the state's debts.
 9. Commenter expresses opposition to the project, with the exception of Tolle Lane improvements which could be beneficial to emergency response vehicles.
 10. Commenter expresses opposition to the project and speculates on political support for the project.
 - Sixteen comments were received in the mail (13) and via e-mail (3) during the subsequent 14-day comment period, and are summarized as follows:
 1. Commenter states that a portion of their property is a registered National Wildlife Federation "Backyard Wildlife Habitat" and is adjacent to wooded area traversed by Alternative 5. Commenter notes that over many years they have documented a wide variety of wildlife in this area including endangered

- species. Commenter asks that all alternatives be discarded or a new alternative developed that avoids this area.
2. Commenter states that on Alternative 8, sound walls should be included from Alton High School to Seminary Road. (*Note: this commenter submitted Comment #6 at the public meeting, as summarized above*)
 3. Commenter is appreciative of public involvement efforts and believes the process of developing alternatives is difficult. Commenter states that from personal experience driving in the area there is a need to improve traffic flow and access to IL Route 255. Commenter expresses preference for Alternative 5 due to improved crossing of railroad tracks, access to IL Route 255, and access to US Route 67 from Homer Adams Parkway.
 4. Commenters believe that meeting notification was insufficient and that other means such as business marqueees should be used. Commenters state that although they do not see a current need for improvements, Alternative 4 is preferable due to lower residential displacements and projected traffic volume, followed by Alternative 8 due to lower residential displacements and connectivity to IL Route 255. Alternative 6 is least preferable due to high residential displacements.
 5. Commenters express preference for Alternative 8 due to low construction cost, low residential and commercial displacements, no wetland impact, and improved access to Alton High School and area hospitals. Commenters suggest closing intersection of Union School Road and Humbert Road to improve safety. Commenters express opposition to Alternative 12-3 and Tolle Lane improvements.
 6. Commenters express opposition to Alternative 8 due to proximity of the alternative to their property, which commenters feel would minimize their enjoyment of their property.
 7. Commenter supports Tolle Lane improvement to improve congestion, safety and access for emergency responders. Commenter states that connection between US 67 and mall area could be improved. Commenter states that Alternative 4 is most cost-effective and would facilitate north-south mobility; Alternative 8 is acceptable to commenter due to cost although it has lower projected traffic.
 8. Commenter expresses support for Alternative 8 due to lowest number of residential impacts, existing IL 255 interchange at Seminary Road, and potential property value impacts with alternatives 4, 5 and 6. Commenter believes improvements at Homer Adams Parkway / Alton Square Mall Drive and Tolle Lane are unnecessary. Commenter states that project overall is unnecessary; traffic volume on Godfrey Road does not warrant the project and funding should be spent elsewhere.
 9. Commenter lives on Big Arch Road and states that during periods of heavy rain, Coal Branch Creek floods significantly. Commenter asks that during engineering design for the project, consideration is given to runoff and how additional water volume in the creek could affect her property.
 10. Commenter expresses support for elevated railroad crossings at Alby Street and Tolle Lane to improve safety and access for emergency responders. Commenter appears to oppose all north-south alternatives; believes that all existing routes are adequate and that funding should be spent maintaining existing roads.
 11. Commenter does not oppose project but notes that they own property for future expansion of Northport Hills subdivision, and that this property would be affected by one or more of the alternatives. Commenter states that they are open to discussion with IDOT concerning another use for the property.
 12. Commenter states that details (roads, landmarks, etc) on the alternatives figures in the video presentation were difficult to decipher; a team member describing the figures would have enhanced the

presentation's value. Commenter notes that northbound Godfrey Road lacks directional signage for IL Route 255, which could confuse non-local motorists. Commenter believes that existing routes are adequate and that funding should be spent elsewhere.

13. Commenter believes that the condition of local commerce is not good and will not be helped by roadway improvements. Commenter expresses support for Tolle Lane improvement to improve safety and access for emergency responders. Commenter states a preference for Alternative 4 and asks why Seminary Road is not proposed to be widened.
14. Commenter states preference for Alternative 8. Commenter states that improvements to Tolle Lane and Alby at Humbert are needed regardless of which alternative is selected.
15. Commenter did not attend the public meeting, but proposes extending Alby Street across agricultural land to a new connection at IL Route 255. Commenter proposes improving East Delmar to connect the proposed multi-modal facility and Alton Square Mall.
16. Commenter gives observations about commerce and tax revenue in Godfrey. Commenter believes traffic congestion on IL Route 111 / Godfrey Road is primarily from commuters traveling to and from Missouri. Commenter believes congestion and safety could be improved, and environmental impacts minimized, by a connection from Alton Square Mall Drive to IL Route 255.